

**AMENDMENTS TO THE CLAIMS:**

The following listing of claims replaces all prior versions, and listings, of claims in the application.

**Listing of Claims:**

Claim 1 (previously presented): A drapery pull system for moving a suspended drapery or the like comprising:

an elongated track comprising a housing portion that defines a car compartment;

a master car received within the car compartment of the track, the master car comprising at least one pair of roller members each rotatably supported by the master car,

a plurality of auxiliary cars received within the car compartment of the track, each of the auxiliary cars comprising a pair of roller members rotatably supported by the auxiliary car,

each of the roller members of the master car and auxiliary cars defining a surface that is curved in cross section, the curved surface of the roller members engaging a pair of curved surfaces defined by the car compartment of the track, the curved surfaces of the track adapted to provide for nested receipt of the roller members by the track to facilitate a substantially linear tracking of the master car and the auxiliary cars within the car compartment of the track; and

a drive system having a motor and a drive shaft rotatably driven by the motor, the motor being reversible for driving the drive shaft in each of opposite rotational directions, the drive system including a drive pulley having notches formed about an outer surface, the drive pulley engaging the drive shaft for rotation therewith, the drive system further including a drive belt having a toothed surface engaging the notches of the drive pulley to be driven by the drive system,

the master car comprising a pair of carriage bodies carried by a bracket, each of the carriage bodies defining a plurality of projections adapted for interfit with the toothed surface of the drive belt for driving the master car in one of two opposite directions within the car compartment depending on the rotational direction of the drive shaft,

the master car attachable to a drapery to provide for movement of the drapery, each of the auxiliary cars attachable to the drapery to provide for rolling support of the drapery when the

drapery is moved by the master car, wherein at least a portion of each of the roller members that defines the surface that is curved in cross section is made from a resilient material to reduce noise by limiting skipping or dragging of the roller members upon contact of the curved surface of the roller member with surface imperfections of the track and to reduce noises associated with rolling contact between the roller members and the track.

Claim 2 (previously presented): The drapery pull system according to claim 1, wherein the housing portion of the track further defines a pair of belt compartments on opposite sides of the car compartment, the drive belt extending in the belt compartments of the track.

Claim 3 (original): The drapery pull system according to claim 2, wherein the drive belt is made from a resilient material for limiting noise associated with contact between the belt and the drive pulley and to limit noise associated with scrubbing contact between the drive belt and a portion of the track.

Claim 4 (currently amended): The drapery pull system according to claim 1, wherein the resilient material of the roller members is polyurethane having between ~~about~~ 70 and ~~about~~ 94 durometer on a Shore A hardness scale.

Claim 5 (currently amended): The drapery pull system according to claim 3, wherein the resilient material of the drive belt is polyurethane having between ~~about~~ 80 and ~~about~~ 94 durometer on a Shore A hardness scale.

Claim 6 (canceled).

Claim 7 (previously presented): The drapery pull system according to claim 1, wherein each of the roller members of the master car comprises a wheel having a concave edge and a tire having a substantially circular cross section about a circumferential axis at a predetermined radial distance from a center of rotation of the tire, the tire being mounted on the edge of the wheel.

Claim 8 (previously presented): A drapery pull system for moving a suspended drapery or the like comprising:

an elongated track comprising a housing portion that defines a car compartment and a pair of belt compartments on opposite sides of the car compartment;

a master car received within the car compartment of the track, the master car comprising at least one pair of roller members each rotatably supported by the master car;

a plurality of auxiliary cars received within the car compartment of the track, each of the auxiliary cars comprising a pair of roller members rotatably supported by the auxiliary car,

each of the roller members of the master car and auxiliary cars defining a surface that is curved in cross section, the curved surface of the roller members engaging a pair of curved surfaces defined by the car compartment of the track, the curved surfaces of the track adapted to provide for nested receipt of the roller members by the track to facilitate a substantially linear tracking of the master car and the auxiliary cars within the car compartment of the track; and

a drive system having a motor and a drive shaft rotatably driven by the motor, the motor being reversible for driving the drive shaft in each of opposite rotational directions, the drive system further including a drive pulley engaging the drive shaft for rotation therewith and a drive belt extending in the belt compartments of the track and contacting the drive pulley to be driven by the drive system within the belt compartments of the track, the drive belt secured to the master car to transfer movement of the drive belt to the master car for driving the master car in one of two opposite directions within the car compartment depending on the rotational direction of the drive shaft, the drive pulley comprising notches formed about an outer surface, the drive belt comprising a toothed surface engaging the notches of the drive pulley to facilitate transfer of rotation of the drive pulley into movement of the drive belt,

the master car comprising a bracket defining a pair of tabs and a pair of carriage bodies each defining an opening in which the tabs of the bracket are received, each of the carriage bodies further defining a plurality of projections that are adapted for interfit with the toothed surface of the drive belt, each of the carriage bodies further comprising at least one belt attachment element secured to one of the projections, the at least one belt attachment element

comprising a tapered end to provide for snap receipt of the attachment element by an opening in the drive belt to secure the master car to the drive belt,

the master car attachable to a drapery to provide for movement of the drapery, each of the auxiliary cars attachable to the drapery to provide for rolling support of the drapery when the drapery is moved by the master car, wherein at least a portion of each of the roller members that defines the surface that is curved in cross section is made from a resilient material to reduce noise by limiting skipping or dragging of the roller members upon contact of the curved surface of the roller member with surface imperfections of the track and to reduce noises associated with rolling contact between the roller members and the track.

Claim 9 (original): The drapery pull system according to 1, wherein the track further comprises a mounting portion that includes sidewalls having inwardly turned ends that define lips on opposite sides of the mounting portion, the system further including at least one cam lock having cam notches defined about an outer edge thereof, the cam notches engageable with the lips of the mounting portion upon pivot of the at least one cam lock with respect to the track.

Claim 10 (original): The drapery pull system according to claim 1, wherein each of the roller members of the auxiliary cars comprises a wheel and a tire, each tire comprising a track engaging portion having an outer surface curved in cross section and an inner surface, each tire further comprising annular sidewalls located on opposite sides of the track engaging portion, each tire mounted on a wheel such that the wheel is located within the inner surface of the tire between the annular sidewalls of the tire.

Claim 11 (currently amended): The drapery pull system according to claim 10, wherein each of the tires of the auxiliary cars is made from polyurethane having between ~~about~~ 70 and ~~about~~ 94 durometer on a Shore A hardness scale.

Claim 12 (currently amended): An assembly for moving support of drapery and the like comprising:

a reversible drive motor;

a drive shaft operably connected to the motor for rotation thereby in each of opposite directions of rotation;

a drive pulley operably connected to the drive shaft for rotation thereby;

a drive belt engaging the drive pulley for transfer of rotation of the drive pulley to movement of the drive belt;

an elongated track defining a housing in which the drive belt is received, the track including a pair of bottom panels;

a master car received within the housing of the track and having at least one pair of roller members supported by the master car, the master car secured to the drive belt for movement in each of opposite directions depending on the direction of rotation of the drive shaft; and

a plurality of auxiliary cars received within the housing each having a pair of rotatably supported roller members,

each of the roller members of the master car and the auxiliary cars supported for rolling movement on the pair of bottom panels, the master car attachable to a drapery to provide for movement of the drapery, each of the auxiliary cars attachable to the drapery to provide for rolling support of the drapery when the drapery is moved by the master car, at least a portion of the roller member that defines a track contacting surface being made from a resilient material to reduce noise by limiting skipping or dragging of the roller member upon contact with surface imperfections of the bottom panels and to reduce noise associated with rolling contact between the roller member and the bottom panels,

the drive pulley including notches formed on a surface thereof, and the drive belt includes teeth formed on a surface thereof, the teeth of the drive belt engaging the notches of the drive pulley to facilitate transfer of rotation of the drive pulley to movement of the drive belt,

the master car adapted for interfitting engagement with the teeth of the drive belt and including projections having tapered ends for snap receipt in holes formed in the drive belt.

Claim 13 (currently amended): The assembly according to claim 12, wherein a portion of each of the roller members defines a surface that is curved in cross section that is adapted for

rolling engagement with the bottom panels and is made from polyurethane having between ~~about~~ 70 and ~~about~~ 94 durometer on a Shore A hardness scale.

Claim 14 (currently amended): The assembly according to claim 12, wherein the drive belt is made from polyurethane having between ~~about~~ 80 and ~~about~~ 94 durometer on a Shore A hardness scale.

Claims 15-25 (canceled).

Claim 26 (currently amended): A car for use with a drapery pull system for translating a suspended drapery of the type having an elongated track defining an elongated slot, said elongated slot having a first and a second side, comprising:

a car body;

a connecting portion;

a drapery attachment means; and

at least one roller member rotatably connected to said car body,

wherein said connecting portion extends through said elongated slot and connects said car body to said drapery attachment means, said connecting portion including at least one leg having a width and a thickness respectively extending longitudinally and transversely with respect to the elongated slot and wherein the width of the leg is larger than the thickness,

and wherein the drapery attachment means includes a drapery eye defining an opening for receiving a hook and an eye support member defining a notch, the drapery eye including an end portion adapted for receipt by the notch of the eye support member.

Claim 27 (previously presented): The drapery pull system according to claim 26, wherein said connecting portion has a predetermined shape such that said connecting portion is capable of rolling more than 15 degrees in either direction about a roll axis without contacting said first and second elongated slot sides.

Claim 28 (previously presented): The drapery pull system according to claim 26, wherein the thickness of the leg of said connecting portion is less than 25 percent of the distance between said first and second sides of said slot.

Claim 29 (previously presented): The drapery pull system according to claim 26, wherein said connecting portion can rotate more than 15 degrees in either direction about a yaw axis without contacting said elongated slot sides.

Claims 30-42 (canceled).

Claim 43 (currently amended): A drapery pull system for translating a suspended drapery or the like comprising:

an elongated track having a first end and a second end and comprising a housing portion, the housing portion defining a car compartment and a pair of belt compartments located on opposite sides of the car compartment, the car compartment defining at least one car contact surface, each of the belt compartments defining at least one belt contactable surface;

a drive belt received within the belt compartments of the track, the drive belt having a pulley contact surface and at least one track contactable surface;

a drive pulley rotatably supported adjacent the first end of the track, the drive pulley including a belt contact surface, the pulley contact surface of the drive belt contacting the belt contact surface of the drive pulley such that rotation of the drive pulley results in translation of the drive belt within the belt compartments of the track;

an idler pulley rotatably supported adjacent the second end of the track, the idler pulley including a belt contact surface, the pulley contact surface of the belt contacting the belt contact surface of the idler pulley; and

a drapery support assembly comprising at least one car received within the car compartment of the track, the car operably connected to the drive belt for translation of the car with respect to the track, the car comprising at least one roller member rotatably supported by the

car, the roller member having a track contact surface that contacts the car contact surface of the track, the car attachable to a drapery for translation of the drapery with respect to the track,  
the car contact surface of the track and the track contact surface of the car defining a first contact surface pair, the pulley contact surface of the drive belt and the belt contact surface of the drive pulley defining a second contact surface pair, the pulley contact surface of the drive belt and the belt contact surface of the idler pulley defining a third contact surface pair and the at least one track contactable surface of the drive belt and each of the belt contactable surfaces of the track defining a fourth contact surface pair,

the pulley contact surface and the track contactable surface of said drive belt having a Shore A durometer hardness that is less than 94 [The drapery pull system according to claim 34,]  
and wherein [at least] the [portion] portions of the [track] belt compartments that [defines] define the belt contactable surfaces [comprises] comprise a polymer material having a Shore A durometer hardness that is less than 94.

Claim 44 (original): The drapery pull system according to claim 43, wherein at least a portion of the track comprises a rigid material and wherein the portion of the track defining the belt contactable surface comprises a coating of the polymer material on the rigid material.

Claim 45 (currently amended): A drapery pull system comprising:

an elongated track comprising a housing portion that defines a car compartment, the elongated track including opposite panels that define an elongated slot in the car compartment;

a master car received within the car compartment of the elongated track, the master car comprising at least one pair of roller members rotatably supported by the master car, the master car operably connected to a drive system for translation of the master car with respect to the elongated track, the master car attachable to a drapery to provide for translation of the drapery with respect to the elongated track; and

a plurality of auxiliary cars received within the car compartment of the elongated track, each of the auxiliary cars comprising a body and a pair of roller members rotatably supported by the body, each of the auxiliary cars received in the car compartment of the elongated track such



that the pair of roller members contact the opposite panels and the body extends through the elongated slot of the elongated track, the extension of the body through the elongated slot of the elongated track providing for attachment of the drapery to the auxiliary cars for rolling support of the drapery,

the body of each of the auxiliary cars comprising a roller mounting portion for supporting the roller members and a pair of spaced legs connected to the roller mounting portion such that the legs extend through the elongated slot when the auxiliary cars are received in the car compartment of the elongated track, each of the legs including a portion that is reduced in cross section with respect to adjacent portions of the body, the reduced portion of the legs located adjacent the elongated slot when the auxiliary car is received in the car compartment of the elongated track, each of the legs having a width and a thickness respectively extending longitudinally and transversely with respect to the elongated slot when the auxiliary car is received in the car compartment of the track, the width of each leg being larger than the thickness, the reduced portion of the ~~body~~ legs allowing for misalignment between the auxiliary car and the elongated track without contact occurring between the car body and the panels of the elongated track thereby reducing noise.

Claim 46 (currently amended): The drapery pull system according to claim 45, wherein the reduced portion of the ~~body~~ legs comprises tapered portions of the legs.

Claim 47 (original): The drapery pull system according to claim 46, wherein the body of each of the auxiliary cars further comprises a drapery attachment portion connected to the legs opposite the roller mounting portion, the drapery attachment portion adapted for receipt of a drapery support eye.

Claim 48 (original): The drapery pull system according to claim 47, wherein the drapery attachment portion includes a notch for receiving an end of the drapery support eye.

Claim 49 (canceled).

## **REMARKS**

Claims 1-5, 7-14, 26-29, and 43-48 are pending in the application following entry of the above amendments. Claims 6, 15-25, 30-42 and 49 are now canceled, claim 6 having been canceled in a prior response.

The applicants gratefully acknowledge that, subject to withdrawal of a double patenting rejection, claims 1-5 and 7-11 would be allowed. Claims 43 and 44 would be allowed if rewritten in independent form. Claims 46-48 are allowable, subject to withdrawal of a rejection under 35 U.S.C. 112.

## **ARGUMENTS**

The office action includes a rejection of claims of the present application for obviousness-type double patenting based on U.S. Pat. Application No. 10/165,148. A terminal disclaimer under 37 CFR 1.321 is submitted herewith indicating common ownership of the present application and U.S. Pat. Application No. 10/165,148. The terminal disclaimer, executed by the undersigned attorney on behalf of applicants' assignee, obviates the double patenting rejection. Reconsideration and withdrawal of the rejection is respectfully requested.

Claims 4, 5, 11, 13, 14, 26-29, and 45-47 are rejected under 35 U.S.C. 112. The Examiner asserted that a recitation of hardness ranges using the terms "about" and "approximately" is inconsistent with the specification description. Claims 4, 5, 11, 13 and 14 have been amended in response to cancel the objected-to terms. Regarding claims 26-29 and 45-47, none of those claims recites a hardness range using either "about" or "approximately". The rejection of those claims, therefore, is respectfully traversed. It is requested that the rejection of claims 4, 5, 11, 13, 14, 26-29, and 45-47 under 35 U.S.C. 112 be withdrawn.

Claims 26 and 28 are rejected under 35 U.S.C. 102 as anticipated by U.S. Pat. No. 4,062,146 (Grossman). Claim 26 recites a car for a drapery pull system including a car body, a drapery attachment means, and a connecting portion having at least one leg extending through a

slot in a track to connect the car body to the drapery attachment means. The drapery attachment means of claim 26, as amended, includes a drapery eye and an eye support plate, the drapery eye defining an opening and having an end portion adapted for receipt in a notch in the eye support plate. Support for this amendment appears in Figure 8 of the drawings and in the specification at page 11.

Grossman discloses a hanger (17) including a relatively thick upper end to which rollers (21) are rotatably mounted and a relatively thin lower end (26) having an opening receiving a hook (18). The hanger of Grossman does not include attachment means connected to its lower end (26) having a drapery eye and eye support plate defining a notch in which the drapery eye is received. Grossman, therefore, does not show each feature of claim 26 and, therefore, does not anticipate claim 26.

Claim 28 depends from claim 26 and, therefore, is not anticipated by Grossman for the same reasons as claim 26.

For the foregoing reasons, the applicants respectfully request that the rejection of claims 26 and 28 based on Grossman be withdrawn.

Claim 26 is rejected under 35 U.S.C. 102 as anticipated by U.S. Pat. No. 365,240 (Coburn). Coburn discloses a hanger (6) including an upper end to which rollers (8) are rotatably mounted and a lower end receiving a rod (9). The hanger of Coburn does not include attachment means connected to its lower end having a drapery eye and an eye support plate defining a notch in which the drapery eye is received. Coburn, therefore, does not show each feature of claim 26 and, therefore, does not anticipate claim 26.

For the foregoing reasons, the applicants respectfully request that the rejection of claim 26 based on Coburn be withdrawn.

Claim 12 is rejected under 35 U.S.C. 103 as obvious based on U.S. Pat. Nos. 3,808,483 (Kembuegler), 5,791,394 (Huang), and 3,293,685 (Rosenbaum). Claim 12 recites a drapery support assembly comprising a track, a reversible motor, a drive shaft, a drive pulley, a drive belt including teeth engaging notches on the drive pulley, and a master car and auxiliary cars supporting roller members. The master car of claim 12, as amended, includes projections having tapered ends for snap receipt in openings in the drive belt.

The asserted combination does not disclose or suggest a drapery support including a master car having projections with tapered ends for snap receipt in openings in a drive belt in the manner claimed. Claim 12, therefore, is not obvious from Kembuegler, Huang, and Rosenbaum. For the foregoing reasons, the applicants request that the rejection of claim 12 based on Kembuegler, Huang, and Rosenbaum be withdrawn.

Claim 12 and 13 are rejected under 35 U.S.C. 103 as obvious based on Kembuegler, Huang and U.S. Pat. No. 2002/0162189 (Whitley). The asserted combination does not disclose or suggest a drapery support including a master car having projections with tapered ends for snap receipt in openings in a drive belt in the manner claimed. Claim 12, therefore, is not obvious from Kembuegler, Huang, and Whitley.

Claim 13 depends from claim 12 and, therefore, is not obvious from Kembuegler, Huang, and Whitley for the same reasons as claim 12.

For the foregoing reasons, the applicants request withdrawal of the rejection of claims 12 and 13 based on Kembuegler, Huang, and Whitley.

Claim 14 is rejected under 35 U.S.C. 103 as obvious based on Kembuegler, Huang, and Rosenbaum or Whitley, and further in view of U.S. Pat. No. 5,041,063 (Breher). Claim 14 depends from claim 12 and, as discussed above, recites a drapery support including a master car having projections with tapered ends for snap receipt in openings in a drive belt.

The asserted combination does not disclose or suggest a drapery support including a master car having projections with tapered ends for snap receipt in openings in a drive belt in the claimed manner. Claim 14, therefore, is not obvious from Kembuegler, Huang, Rosenbaum (or Whitley), and Breher.

For the foregoing reasons, the applicants request withdrawal of the rejection of claim 14 based on Kembuegler, Huang, Rosenbaum (or Whitley), and Breher.

Claim 45 is rejected under 35 U.S.C. 103 as obvious based on U.S. Pat. Nos. 3,753,457 (Bratshci), 4,525,893 (Fukada), and 2,786,522 (Weber). Claim 45 recites a drapery pull system comprising a master car and auxiliary cars having roller members received within a car compartment of a track. Each of the auxiliary cars includes a body comprising a pair of

spaced legs extending through a slot in the car compartment to provide for attachment of a drapery. Each of the legs of the auxiliary car body has a width and a thickness respectively extending longitudinally and transversely with respect to the elongated slot. The width of each of the legs of the auxiliary car body is larger than the thickness.

As acknowledged by the Examiner, the asserted combination of Bratschi and Fukada does not teach cars for a drapery pull dimensioned in the claimed manner. Bratschi discloses sliding members instead of cars having roller members, and Fukada teaches away by teaching cars having legs with transverse width and longitudinal thickness, which is directly opposite the required dimensions.

Weber, like Bratschi, includes runners (16) slidably received in a runner channel (43) of a rail (40) instead of cars having roller members in the claimed manner. The runner of Weber has "an intermediary constricted portion 29 whereon a hook 46 is pivotally suspended." (Col. 2, lines 3-5). As shown in Figures 2 and 3, the runner receives the hook on portion (29) within the interior of rail (40) in runner channel (43). Thus, the attachment of the hook is not exterior of the rail. The runner of Weber, therefore, does not disclose or suggest legs extending from the slot to provide for attachment of a drapery in the claimed manner.

For the foregoing reasons, claim 45 is not obvious from Bratschi, Fukada, and Weber. The applicants request withdrawal of the rejection of claim 45.

Claims 27 and 28 are rejected under 35 U.S.C. 103 as obvious based on Grossman. Claims 27 and 28 depend from claim 26, discussed above. Grossman does not disclose or suggest a hanger having attachment means including a drapery eye and eye support plate having a notch in which the drapery eye is received in the claimed manner. Claims 27 and 28, therefore, are not obvious based on Grossman.

For the foregoing reasons, the applicants request withdrawal of the rejection of claims 27 and 28 based on Grossman.

It is submitted that the application is now in condition for allowance. If the Examiner believes that direct communication would advance prosecution, the Examiner is invited to telephone the undersigned.

Respectfully submitted,

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